The Hongkong Telegraph.

No. 3508 THURSDAY, JULY 27, 1893. SIX DOLLARS PER QUARTER

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 4th February, 1893. [192

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
H. Stolterfoht, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

Hongkong, 24th May, 1893. [8

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL£2,000,000
CAPITAL CALLED-UP.....£ 251,093.15.0

BOARD OF DIRECTORS:
Wm. Keswick, Esq.—Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Keswick | The Hon. C. P. Chater.
H. Hoppius, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.
Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, 10th April, 1893 [199

Insurances.

AN ENDOWMENT POLICY FOR £500.

1. AMONG THE MANY ADVANTAGES of this form of Assurance, the following may be mentioned:—
 (a)—It secures an immediate Provision for wife and family or other relatives in event of early death.
 (b)—It provides a Fund for Retirement.
 (c)—It supplies an excellent Investment for the regular accumulation of small fixed sums of money.
 (d)—The Surrender and loan values are larger than under ordinary Policies.
2. AFTER THE POLICY HAS BEEN THREE YEARS IN FORCE—should the Policy-holder wish to discontinue future payments, he will be entitled to receive on application, a FREE PAID-UP POLICY for a proportionate amount of the Sum Assured, as explained in the Prospectus.

DODWELL, CARLILL & Co.,
Agents,
STANDARD LIFE OFFICE.

Hongkong, 7th July, 1893. [747

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 1st November, 1892. [415

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 7 & 9, PRAYA WEST.

Hongkong, 17th December, 1886. [869

NOTICE.

NOTICE is hereby given that the TRADE MARKS of the MAN LOONG (人龍) FIRM, Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuant to Ordinance No. 16 of 1873.

Head Office:—HONAM, CANTON. Hongkong Office:—No. 376, QUEEN'S ROAD CENTRAL.

LEUNG YU SANG, } Managers.
WONG HOI CHOW, }

Hongkong, 11th May, 1893. [449

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 29th instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Account, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 29th instant, inclusive.

By Order of the Board of Directors.
T. ARNOLD,
Secretary.

Hongkong, 10th July, 1893. [784

SELAMA TIN MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SELAMA TIN MINING COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, on MONDAY, the 31st day of July, 1893, at NOON, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 13th July, 1893, will be submitted for Confirmation as Special Resolutions:—

1st.—That the Company be Wound Up Voluntarily under the provisions of the Companies Ordinances 1865 to 1890.

2nd.—That Mr. William Hutton Potts be, and he is hereby appointed Liquidator for the purpose of winding up the Company, and that his remuneration as such Liquidator be the sum of $1,250, and that Messrs. J. Orange, C. C. Inchbald, D. Gillies, W. H. Ray and C. P. Chater, or any three of them be, and they are hereby appointed an Advisory Committee to assist the Liquidator by their advice in the winding up of the Company.

Dated Hongkong, 15th July, 1893.

By Order,
W. HUTTON POTTS,
Secretary.

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TO THOSE WHO
VALUE THEIR SIGHT.

NOTICE.

MR. N. LAZARUS,

OPHTHALMIC OPTICIAN.

By appointment to
H. H. THE MARQUIS OF DUFFERIN,
EX-VICEROY OF INDIA,
&c., &c., &c.
Is now here
And, previous to establishing
A LOCAL AGENCY
May be consulted for

SPECTACLES
at the
HONGKONG HOTEL
for a few days only.

The system of Sight-testing (patent 4,354), invented by him is now being universally adopted, and Mr. LAZARUS specially invites the Medical Profession and all interested in OPTICAL SCIENCE to see this Beautiful Test and the latest Improvements in

LENSES AND FRAMES,

As prescribed by Ophthalmic Surgeons.

Hongkong, 12th July, 1893. [791

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds, is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations.

Hongkong, 1st April, 1893. [406

J. W. KEW & CO.'S
STEAM WATER BOATS.
PURE FRESH WATER.

THE attention of SHIPOWNERS, AGENTS and CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging of Cargo.

Quickest despatch with lowest possible rates.

J. W. KEW & Co.,
c/o Carmichael & Co., Ld.

Hongkong, 13th June, 1893. [684

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts, made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [493

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING AND HOSIERY.
SUMMER UNDERWEAR, SHIRTS AND COLLARS.
NEW SCARFS AND TIES.
RAIN COATS AND CHAIR APRONS.
UMBRELLAS, LEGGINGS, RUBBER BOOTS.
HATS.
TENNIS SHIRTS, TENNIS SCARFS, TENNIS SHOES, TENNIS BATS, TENNIS BALLS, TENNIS NETS.
BATHING DRAWERS, BATHING DRESSES, SPONGES, TOWELS, BATH SUNDRIES.

LANE, CRAWFORD & Co.

Hongkong, 5th July, 1893. [1071

W. POWELL & CO.

LARGE SHIPMENT OF

CROCKERY.

BED-ROOM TOILET SETS, TEA AND BREAKFAST SERVICES, DINNER SERVICES, TETE-A-TETE SETS, JUGS, BASINS, HOUSEHOLD REQUISITES,
&c. &c. &c.

W. POWELL & CO.

Hongkong, 19th July, 1893. 16

W. BREWER.

NEW STOCK ARTISTS' MATERIALS.
New Stock Ladies' Shoes.
Tennis Bats, Balls, Nets, &c.
Hand-painted Photo Frames.
Photo Albums.
Photo Screens.
New French Novels.

BOOKS OF TRAVELS.
New Music, 5 pieces for $1.
Badminton, Shooting, Cricket, Fishing, Tennis, Coursing and Falconry, Hunting and Driving.
Billiards by Cook.
Essays on Naval Defence.
Brassey's Naval Annual.

W. BREWER,
UNDER HONGKONG HOTEL,
QUEEN'S ROAD.

Hongkong, 12th July, 1893. [659

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with he latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

736

KELLY & WALSH, LD.

JUST LANDED

CAPSTAN NAVY CUT.

MILD, MEDIUM OR FULL FLAVOURED IN HALF POUND AND QUARTER POUND TINS.

PIONEER BRAND.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 22nd July, 1893. [7

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A, B, C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 18th February, 1892. [198

Intimations.

NOTICE.

DURING my temporary absence from the Colony, Mr. WILLIAM PENDER MACLEAN, who holds my Power of Attorney, will conduct the business of *The Hongkong Telegraph*.

R. FRASER-SMITH,
Editor and Proprietor.

Hongkong, 7th July, 1893

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid.

By Order,
R. LYALL,
Secretary.

Hongkong, 10th April, 1893. [444

HONGKONG HOTEL COMPANY, LIMITED.

SUMMER CHARGES.

JUNE, JULY, AUGUST AND SEPTEMBER,
$75 PER MONTH
for BOARD and LODGING in ROOMS facing Peddar Street or to the Eastward.

FURNISHED ROOMS without Board $45 Per Month.

Apply to Manager and/or Secretary.
HONGKONG HOTEL.

Hongkong, 19th May, 1893. [587

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.

Monthly Board for One Person...$35.00
Tiffin$15.00

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast$0.50
Tiffin$0.75
Dinner$1.00

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 3rd May, 1893. [528

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.

Apply to
Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 28th February, 1893. [36

CAPTAIN CH. ROBINSON,
COAL CONTRACTOR.
COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c.
WATER and BALLAST BOATS.

Manila, 13th March, 1893. [338

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1893. [798

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 32, Praya Central.

Hongkong, 3rd February, 1893. [187

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.

BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, 5th September, 1892. [808

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th July, 1893. [838

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"PEMBROKESHIRE,"
Captain Gedye, will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 15th July, 1893. [646

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 1st August, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 24th July, 1893. [830

FOR KOBE AND YOKOHAMA.

THE Steamship
"STRATHLEVEN,"
Cormack, Commander, will be despatched for the above Ports on or about the 2nd August.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 22nd July, 1893. [824

FOR YOKOHAMA AND KOBE.

THE Steamship
"STRATHDON,"
Captain W. Waring, will be despatched as above on or about WEDNESDAY, the 2nd August.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 26th July, 1893. [836

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship
"GISELA,"
Captain F. Wossovich, will be despatched as above on SATURDAY, the 5th August, at Noon.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
C. ZANELLA,
Agent.

Hongkong, 22nd July, 1893. [783

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON, VIA SAIGON.

THE Steamship
"SPONDILUS,"
Captain ——, will be despatched for the above Ports on or about the 21st August.

For Freight or Passage, apply to
SHEWAN & Co.
Agents.

Hongkong, 20th July, 1893. [731

For Sale.

CHAMPAGNE
"PIPER-HEIDSIECK,"
ANCIENNE MAISON HEIDSIECK
FONDÉE EN 1785.
KUNKELMANN & Co., SUCCESSEURS, REIMS.
$31 per 1 dozen quarts.
$33 per 2 dozen pints.
CALDBECK, MACGREGOR & Co.,
Sole Agents,
Hongkong and China.

Hongkong, 3rd July, 1893. [832

THEY LEAD THEM ALL.

THE CELEBRATED
CALIFORNIA WINES,
from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to
MACONDRAY BROTHERS & LOCKARD.
Commission Merchants,
No. 30, Water Street,
Yokohama.

Yokohama, 12th August, 1892. [26

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

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Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., Ld.,

VICTORIA DISPENSARY. [38

A. S. WATSON & CO., LD.

PURVEYORS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS

OUR NEW FACTORY has been recently refitted with the most Steam Machinery of the latest and most approved kind, and we are now able to compete in quality with the best English makers:—

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
o] The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 27, 1893.

PORTUGAL AND JAPAN.

FAILURE OF GOVERNOR BORJA'S MISSION.

WE learn from Japan that the special mission of Capt. DA BORJA, Governor of Macao, to the Japanese Government for the purpose of having restored to Portugal the extra-territorial rights in open ports of the empire which were so foolishly frittered away—last year, has ended in complete failure. His Excellency was received in Tokyo with every courtesy by the Japanese authorities and was honored by an interview with the Mikado; but it was generally believed in well-informed circles in the capital that the Government had fully determined on upholding at all hazards the political suicide of her extra-territorial privileges in Japan, which was committed by the Lisbon Government for a false economy that has made Portugal ridiculous in the eyes of other nations. And this proved the correct view. On the 17th inst. Mr. MATSU, the Minister for Foreign Affairs, sent a despatch to Governor DA BORJA which politely but firmly intimated that the Japanese Government declined to accede to his demand on behalf of the Lisbon Government for the restoration of the treaty rights which Portugal had abrogated of her own accord. And there the negotiations will end, as nothing but force of arms will induce Japan to abandon her present defiant attitude on this question, and Portugal is not in a position to enforce what she now solicits by asserting her alleged rights at the point of the bayonet. Treaty revision is the popular cry throughout Japan, and Portugal's unaccountable short-sightedness in so foolishly abandoning her claim to the same rights as the other treaty Powers, has buoyed up the Government with the delusive hope that the day is not far distant when the exercise of extra-territoriality functions at the open ports by foreigners will be a thing of the past.

TELEGRAMS.

LONDON, July 26th.

In the Chamber of Deputies the Minister for War last night stated that the French gunboats had left Bangkok, but that nine war-ships had been ordered to rendezvous at the mouth of the Menam river and that they would enforce the blockade.

Lord Dufferin, who has returned to his post in Paris, is actively engaged with M. Develle in discussing the present position of affairs in Siam.

Sir Edward Gray, Under Secretary for Foreign Affairs, has stated in reply to a question in the House of Commons that the enforcing of the blockade declared by France would be an undoubted act of belligerency.

The British Government will continue to protect the lives and interests of its subjects in Bangkok.

LOCAL AND GENERAL.

H.M.S. *Firebrand* arrived at Yokohama from this port on the 16th inst.

A MOTTO for some of the "busted bulls" of the local Rialto:—To bear is to conquer fate.

IT is said that the streets of Tokyo, if put in a continuous line, would extend over 462 miles.

"LAX divorce laws tend to reduce crime." "How's that?" "They remove the incentive to bigamy."

IN fourteen months, no fewer than 14,700 dogs have been destroyed in Singapore by order of the authorities.

"Ye ask, and ye receive not, because ye ask a miss," was the rebuff that a local bleed met with a night or two since.

MR. F. A. MORGAN, Commissioner of the Chinese Imperial Customs at Seoul, Corea, is so seriously ill as to necessitate his being invalided home.

THE Tokyo Marine Bureau authorities have lately been considering a scheme for the construction of additional lighthouses and signal stations on the coast of Japan.

THE great Bacon opined that it were better to have no opinion of God at all, than such an opinion as is unworthy of Him; for the one is unbelief and the other is contumely; and certainly superstition is the reproach of the Deity.

AT a meeting of the leading merchants of Kyoto, held in the Chamber of Commerce in that city on the 12th inst., it was decided to start a new company to be styled the Kyoto Railway Co., with a capital of five million *yen*. The new railway's sphere of active operations has not been reported.

THE Band of the 1st Shropshire Light Infantry will play the following programme in the Public Gardens this evening, commencing at 8.30 o'clock:—

Overture	"Le Jacdes Fees"	Auber.
Song	"Mona"	Adams.
Reminiscences of Haydn		Winterbottom.
Valse	"Vision"	Waldteufel.
Selection	"Bohemian Girl"	Balfe.
Gavotte	"Pizzicato"	Watson.

STEADY progress is being made at Raub, but the manager has nothing of a particularly interesting nature to report. There is a considerable amount of water, and the acid in solution causes a good deal of discomfort to the Chinese miners. The battery is working full time, that is day and night. There was a possibility of a rough clean up taking place about the 21st, but as the battery had been stopped 36 hours for repairs and readjustment, the chances are that the clean up would have been postponed.

REVOLUTION appears to be epidemic in Central America. Nicaragua has just deposed a man who proved to be a cruel dictator, and now it is said a similar revolt will soon break out against the President of Costa Rica. It is a pity that these Central American republics, so rich in resources, should not have the advantage of stable and just government. To vest power in any one man is to put a premium on injustice and fraud. We sincerely hope that Ke, the Flat-headed or rather his illustrious follower may be spared the perils of a Brazilian revolution and return to us in all safety.

THE *Amoy Gazette* hears that Mr. J. W. Carrall, the Amoy Commissioner of Customs, received on the 19th July a despatch conveying, under directions from the Earl of Rosebery, the thanks of the British Government for the valuable assistance rendered in preventing loss of life on board the barque *Stanfield*, which sprang a leak while lying in Chefoo Harbour during a furious gale in November 1892. Mr. Carrall was Commissioner at Chefoo at the time. It will be remembered that gold medals have been awarded to the five tidewaiters selected by him for the above special service, and that they were given to the men a short time ago in Chefoo.

RIDING in a Sydney 'bus t'other week was a sandy man, with sandy hair, sandy eyebrows, sandy beard, sandy and brick-coloured skin, and a general sandiness about his *tout ensemble* that, together with his cheek-bones, inclined one to a belief that his name was Sandy M'Something. A lady got in. She was an ordinary enough lady, kid-gloved, smart-bonneted, fashionably-attired, but as soon as she sat down Sandy's eyes became glued to her dress, and an expression of idiotic amazement bestrewed his countenance. He stared, and stared, and the lady began to fidget visibly, but still he stared. His eyes grew bigger and bigger, but they remained fixed upon the plaid of her dress. She was opposite him, a little higher up, but by and by some people got out. Sandy immediately moved up slowly till his knees were against hers, and then, leaning down, he took up a bit of her dress between thumb and forefinger. "Eh," he said, "Ye cidna buy that oot *here*? Ye—didna—buy—that—oot—here?" It was his native tartan. The lady, adds the *Bulletin*, never gets into a 'bus in that dress now.

JOSIAH.

I never kin forgit the day
That we went out a walkin,'
An' sot down on the river bank,
An' kept on hours a talkin';
He twisted up my apron-string,
An' folded it together,
An' said he thought for harvest-time
'Twas curus kind o' weather.

The sun went down as we sot there—
Josiar seemed uneasy,
And mother she began to call:
"Lowerzy! O, Lowerzy!"
An' then Josiar spoke right up,
As I was just a-startin',
An' said: "Lowerzy, what's the use
Of us two ever partin'?"

It kind o' took me by surprise,
An yet I knew 'twas comin'—
I'd heard it all the summer long,
In every wild bee's hummin';
I'd studied out the way I'd act,
But, law! I couldn't do it;
I meant to hide my love from him,
But seems as if he knew it;
An' lookin' down into my eyes
He must have seen a fire,
An' ever since that hour I've loved
An' worshipped my Josiar.

THE German gunboat *Iltis* left Nagasaki for Kobe on the 17th inst.

Rev. Thugg—Did you ever pray for strength?
Mrs. Gay—Never for myself!

THE Japanese steamer *Meiji Maru* commenced laying a sub-marine cable between Nagasaki and the Goto Islands on the morning of July 17th.

THE Canadian Pacific Railway Co.'s royal mail steamer *Empress of India*, from Hongkong 5th July, arrived at Vancouver at 6.30 p.m. on the 25th inst.

AT the Central Police Station to-morrow afternoon Mr. May, captain-superintendent, will parade the force for presentation of long-service and good-conduct medals.

THE subscriptions raised by the officers and men of the *Swift* in Bangkok in aid of the widows and orphans of the men lost in the *Victoria* amount to *ticals* 1,200.

AT the Magistracy to-day, before Mr. H. E. Wodehouse, Capt. Reynell, of the barque *W. le Lacheur*, was fined $50 for leaving a seaman ashore in the Philippines, contrary to the Merchant Shipping Ordinance. The plaintiff, a Mauritian, was sent on to Hongkong by the British consul.

TOKYO papers of the 18th inst. state that Mr. Matsu, Minister for Foreign Affairs, had officially intimated to Governor da Borja, Minister Plenipotentiary for Portugal to Japan, that the Japanese Government declined to accede to the demands made by the Portuguese Government for the restoration of extra-territorial rights.

THE new dog licences were applied for yesterday (the first day of issue) by a large number of Europeans and others; but very few Chinese are applying. Guts' "Dog Ordinance" comes into force on the 1st proximo. Owners of "wonks" are reminded that registration must be effected before that date. Heaven bless Guts!

THE generosity of Royalty! Alf. of Edinburgh, Admiral of the Fleet, and heaven only knows what besides, contributes £150 to the *Victoria* relief fund, while the next item on the list is one of £500 from a foreigner—Baron Rothschild. The Queen's donation has not been wired, so the chances are it consisted of a "fiver" and a sympathetic telegram—sent at the public expense.

THE ordinary quarterly meeting of the Institution of Engineers and Shipbuilders of Hongkong was held last night. Mr. Ramsay presided, and there was a fair attendance. The hon. secretary (Mr. W. K. Wylie) and hon. treasurer (Mr. J. Patrick) read their reports, which were highly satisfactory. Some discussion arose as to the reference library of technical books; and the usual votes of thanks closed the meeting.

THE *Progrès* describes a horrible affair witnessed lately at Hung-yen, on the Red River, in Tonkin. A native caught his wife with another man, and under the laws of the place, sanctioned by the French "Protectorate," the two culprits were gagged and bound, stripped, crucified, and sent floating down the river on a raft, with a notice posted on a mast amidships setting forth their misdeeds. This is said to be a common occurrence in that part of the world; and if the adulteress has any children, they share her voyage "down the river of death." Good old French Protectorate! No wonder the Siamese are anxious to be protected likewise!

A PARTY of South Australian "drummers" recently got up a mock wedding at a back-blocks pub., a serious-looking "commercial" arraying himself as a conventional parson, and pretending to join for life the Chinese cook and Maggie the housemaid—the latter "willing" and "in the know." The couple were made to kneel, and the bagman, vociferating a lot of gibberish, concluded with, "Rise, John; rise, Maggie. Kiss the lady's toe, John, kiss my toe. John, kiss this book, John; put on this ring, Maggie; kiss me, Maggie, fair and square; now you are married, John; good luck to you both. Amen." "Me mallied? All li!"—followed by an ingenuous but unreportable observation which "brought down the house." While the supposed bridegroom was providing many drinks Maggie "went home to her mother's." At intervals during the night a frantic, hiccoughy Chow was seen careering along the passages of the house yelling for "Maggie, my wife." Next morning the mock parson was chased out of town by a mad Chinaman with a big carving-knife.

THUS a contributor to Fairplay:—With reference to the inability of the German shipbuilders, in spite of long hours and relatively low wages, to compete with their English rivals, I am also in receipt of the following lively effusion from a German who seems impressed with the hopelessness of the competition in this particular line of business:—

ACH HIMMEL, IS DOT SO?

Ach Himmel, vat is dot I hears?
Dot Shermans are no use;
Dot always dey are drinking beers
Ven dey can find excuse!

Dot ve can nicht build schiffen sheep,
Ach Himmel, is dot so?
Ven ve can nicht our shildrens keep,
Dem wages is so low.

Mein Gott, to tink de Vaderlands
Nichts mehr vill schiffans make!
Mein sohn, I can nicht understands
I tink I dreams awake.

Vell den ve must shust emigrate,
And leave de Vaderlands;
Com den mein shildrens, do not wait,
Ve go to Paddielands.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Chief Justice Fielding Clarke)

July 27th.

THE "TETARTOS" CASE.

Mr. J. J. Francis, Q.C., instructed by Mr. E. C. Hills (Mr. V. H. Deacon's office) applied on behalf of Siemssen & Co., agents for the Flensburg Steamship Co., Lim., for the release of their steamship *Tetartos*, seized by the police on Sunday morning (23rd July) as previously reported. Mr. W. M. Goodman (Attorney General), instructed by Mr. G. C. C. Master (acting Crown Solicitor) appeared for the Government of Hongkong, and Mr. C. Ewens watched the case on behalf of the Man Wo hong, charterers of the vessel. There was a large attendance of lawyers, harbour and police officials, members of British, German, Chinese, and Portuguese shipping firms interested in the case.

Mr. Francis:—My lord, I appear, under protest, in response to a citation served on the owners through their agents, by the Crown Solicitor, to show cause why the steamship *Tetartos* should not be forfeited under the Chinese Passengers Ordinance of 1889. I wish to raise preliminary objections to the entire proceedings.

His lordship:—Then you had better state now what your objections are.

Mr. Francis said that, in the first place the representative of the Crown—the Attorney-General—ought to make some opening statement, to open the proceedings in a regular way to read the citation and state that a certain ship had been arrested, on what authority and for what reason. The citation was to the effect that in pursuance of the Chinese Emigration Consolidation Ordinance of 1889 the owners of the *Tetartos* were cited to appear at noon on the 27th July in the Supreme Court to show cause why the ship, with all her equipment, should not be forfeited to the Crown. This citation was signed by the Crown Solicitor and addressed to the agents of the vessel. In the first place, it should be for the Crown, or for anybody appearing in support of the citation, to show that it had been regularly issued, and to read the clause of the Ordinance referred to, show that the proceedings had been regularly commenced, before anyone could be called upon to show cause.

His lordship:—Yes—that would be the course if you did not appear.

Mr. Francis said he did not appear, except under protest; he did not admit the jurisdiction of the Court, nor the regularity of the proceedings, in the least degree. The Crown ought at least to show a *prima facie* case of breach of the regulations. The citation purported to be issued under sec. 83 of the Ordinance, which provided that the Crown Solicitor cite the owners under the form given in schedule "O" for breach of sec. 74 and sec. 75, and in case there were no owners in the colony, the notice should be published twice in the *Gazette*. Before anything could be said to the Court by the owners, the Crown ought to show that some ship had been arrested, and that a citation had been duly served; some evidence as to breach of regulations ought to be given.

His lordship: I quite agree with you, Mr. Francis, that when the case comes on for hearing the onus of proof will be with the Crown, because substantially the proceedings are instituted by the Crown.

Mr. Francis submitted that even now, in this preliminary stage, the Crown should open the case, and prove that the proceedings were regular. Section 73 of the Ordinance provided that any such proceedings must be taken with the advice and consent of the Attorney General; whereas, as a matter of fact, the Attorney-General knew nothing of this case until the day when the citation was issued—three days after the issue of the warrant, which constituted a part of the proceedings, the institution of the proceedings, in fact. That was the first point raised. The second point was that though the citation was made out in the terms of the Ordinance, the section was simply permissive, not compulsory, and should not be followed in this case, because it was not fair to charge the ship with an unspecified offence under an Ordinance of 98 clauses; the owners ought to be told what charge was laid against them.

His lordship quite agreed that where such serious offences were alleged with such serious consequences, the Crown ought to furnish some particulars.

Mr. Francis thought it especially necessary with such a muddled affair as this Ordinance—half a dozen Ordinances mixed up any way.

The Attorney-General said the Ordinance had been most carefully considered by the Secretary of State and so it ought to be all right.

His lordship:—I do not think that is a matter which is at all material to this Court, Mr. Attorney-General.

The Attorney-General then explained that he had not given particulars, because he had some difficulty as to how far the citation might go into details; so he kept within the limits prescribed in the Ordinance, as he thought the present discussion was provided for simply in order to arrange how to proceed. As to the other objection raised by Mr. Francis, the Ordinance meant that the proceedings in Court must be taken by the advice of the Attorney-General; but that did not include the issue of the warrant. The schemes invented for evading the law were so ingenious that stringent provisions were necessary, and that was why the preliminary procedure was framed in this way; but, in order to let the owners know as much as possible, Capt. Rumsey, the Harbour Master, had filed an affidavit—

Mr. Francis objected to the introduction of the affidavit at this stage.

After a little discussion his lordship thought it would be best for the Crown to furnish particulars, after the manner of an indictment; then the owners could reply, and the case could be set down for hearing. Evidence would be better taken orally than by affidavit.

An order was accordingly made, and the case will probably come up again in about a week. Meantime the owners are to be allowed on board by the police. No order as to costs.

THE ARCHDUKE AT CANTON.

A correspondent in Canton sends us the following, under date Wednesday, July 26th:—

Just a few lines to tell you of the wonderful adventure which has happened to me. The Archduke Ferdinand of Austria came here on Sunday afternoon in the revenue cruiser *Chuen Tiao*. The weather was simply beastly, raining all the time as hard as it could, with an extra sprint now and then; still, we put on our "Sunday-go-to-meeting" clothes and waded out to the Bund, in hopes of getting an introduction and a stray title of nobility perhaps. I pushed myself into the front, at the expense of a few ladies' dresses, but I did not get introduced—in fact, nobody did, which made it very awkward, as we could not possibly salute him without a proper acquaintance. So we all just stood and stared hard, and did nothing else—except one cheeky chap, who took his hat off, to try and make us believe he had met "the Dook" before. I would have lifted my hat too, if I had thought of it, just to spite that other fellow.

But now comes my adventure. As I was squeezing to get as near as possible to his Imperial and Royal Highness, to feel the texture of his coat (an old habit I had acquired in former days) I stumbled over somebody's umbrella and nearly fell headlong on top of the Archduke. He heard me utter a somewhat hasty remark, which made him look full at me; so I am now hourly expecting a princely token of gratitude for saving his life, by not falling quite on him.

Later.

The Archduke has not come yet with that decoration for me; no doubt he has been too busy visiting the Five-storeyed Pagoda, and the Mint. Will send you a telegram as soon as I get it.

(Telegram.)

July 27th.

Got nothing. Archduke left yesterday for Macao, in the *Chuen Tiao*, and goes to Hongkong to-morrow. Never even gave me a cigarette-case. Damn him.

THE LOSS OF THE "VICTORIA."

The American mail to hand to-day brings additional particulars of the above; the most terrible marine disaster of modern times. Most of the following telegrams were specials to the San Francisco *Chronicle*.

LONDON, June 25th.

The *Times* publishes this special dispatch from Tripoli: The collision between the *Victoria* and *Camperdown* occurred at 3.41 in the afternoon. The sea was perfectly calm, and the evolution of changing the line was being performed at the time. Many men were killed by the *Victoria's* screw.

When on the point of sinking the *Victoria's* diver narrowly escaped death. He was rescued only through the presence of mind shown by a comrade, who cut his diving dress. The comrade was drowned. Services for the dead were held last evening. Seventeen minute-guns were fired by the entire fleet.

Many sermons were preached here to-day concerning the sinking of the *Victoria*. In St. Paul's Cathedral, Westminster Abbey and many other churches the dead march was played. Throughout Great Britain special reference to the loss of the *Victoria* were made in the church services.

NEW YORK, June 25th.

The *Herald's* correspondent at Valparaiso cables: Officers of the Chilean navy have sent a cable message to the British Foreign Office expressing deep sorrow for the loss of the *Victoria* and so many of her officers and crew.

The *World's* Malta special says: "I learn from a private telegram that at the time of the catastrophe Sir George was in his own cabin. He was confined there by a sore foot which absolutely forbade him being on deck. This fact is important because it contradicts absolutely many stories published about his death. One rumour had him refusing to desert his sinking ship. Another had him dying after he had been taken from the water. "These and several other stories, which perhaps have been telegraphed abroad, were based upon the supposition that he was upon the bridge directing the evolutions of the squadron. It may have been that Sir George rushed to the deck, despite his sore foot, at the shock of the *Camperdown's* ram, but the probabilities seem to be that he was caught below decks like a majority of those who went down. If this is so, his body will not be recovered because the *Victoria* lies, bottom upwards, in eighty fathoms, the coffin of all who were in her when she turned over. So far as we know here, only two bodies have been recovered; those of the paymaster and a cook. They were buried near Tripoli. It is not known when the survivors will arrive at Malta."

TRIPOLI (Syria), June 26th.

About 3 o'clock last Thursday afternoon the English fleet came in sight of El Mina, a port and town of Tripoli. It was coming from the north east and making directly for the harbor. Five big ironclads, the *Victoria*, *Camperdown*, *Edinburgh*, *Nile*, and *Sanspareil*, were drawn up in full front. The *Victoria* was in the center, the *Camperdown* was on her left and the *Edinburgh* on her right.

When they were within five miles of shore Vice-Admiral Sir George Tryon signalled to turn and form in double line. This meant that the *Victoria* and *Camperdown* were to go ahead a little and describe a turn, the *Victoria* turning to the left and the *Camperdown* turning to the right. Then they would advance side by side in the direction from which they had come and the others would swing into double column order and advance, two and two, behind the leaders.

When the order was given the distance between the ships was less than two cable lengths. The execution of the order was easy enough for the ships further away from the centre, but extremely difficult for the *Victoria* and the *Camperdown*. In turning, their bow would pass within a few fathoms of each other, even if the movement was executed with the greatest precision. This movement is rarely made, and is chiefly for the purpose of training ship commanders to move expeditiously away from shoaling water.

Whether, because Admiral Markham of the *Camperdown* could not believe this movement was to be tried when the ships were so close together, or because he thought Admiral Tryon had miscalculated his distance, he did no understand it. The *Victoria* and other vessels had not hesitated. The *Victoria* began to turn at once, as she still held to the signal. The *Camperdown* no longer hesitated, but also began to turn. The brief delay, however, had been fatal. The *Victoria* had nearly turned and the *Camperdown*, swinging round, bore down upon her.

Both Admirals were quick to act. Admiral Tryon swung the *Victoria* so as to receive at the smallest angle the blow which both officers saw was inevitable, and Admiral Markham did the same for the *Camperdown*, besides reversing her screws. The twelve foot ram of the *Camperdown* struck the hull of the *Victoria* just in front of her armored bulkhead and plunged into the thin plates of her starboard side. The armor ends at the bulkhead, and the forward part of the *Victoria* above the water line was mere cardboard to the great iron wedge so mightily propelled. There was a smashing of wood and iron plates and the ram and eight feet of the bow of the *Camperdown* crushed twenty feet into the bowels of the *Victoria*. The *Camperdown* was halted by the heavy armor of the *Victoria*, and as her screws were reversed she at once began to back away. As all the other vessels were moving to get into double line behind the two leaders, they were bearing down upon the entangled ships, and a catastrophe involving all the ironclads was imminent. Only the coolness and prompt action of the other commanders prevented a general disaster.

The *Victoria's* bow was now pointed full towards the shore. It seemed that Admiral Tryon did not realize the extent of the damage to the *Victoria*. As no accident of exactly this kind had happened before, he could not know what the effect of the hole in the compartment was to be. He no doubt thought that as only one compartment was damaged, the others would keep his ship afloat, so when the *Camperdown* and other ships signalled to man the boats, he replied that he did not need them.

The *Victoria* began to forge straight for shore under full steam. It is one of the rules of the British navy that if a ship is in danger of sinking and the shore is not far away, she must be got into shallow water, so that if she goes down she may be raised again. So Admiral Tryon was making for shore and was widening the distance between his own ship and the others. When the *Camperdown's* ram struck the *Victoria*, Admiral Tryon, the navigating officer, two signal officers and the man at the wheel were all upon the bridge, either in full view or in the chart-house. Most of the crew were on the forward deck lounging about, trying to keep cool under the blazing sun of a clear, calm day. With the crash they rushed into the battery and as far aft as possible, but when the two vessels separated all returned to their places. The discipline was perfect. The Admiral and his officers remained steadfast upon the bridge, setting an example. So good was the discipline that within five minutes after the blow, a diving suit had been brought on deck and the diver was getting into it to obey an order to go below and find out the extent of the damage.

The untangling and getting under full headway had taken some little time. About ten minutes after the blow the *Victoria*, having got something like two miles nearer shore from the scene of the collision, all at once leaned away over to starboard, and with a great roll and plunge buried her bow beneath the calm surface of the sea. It was almost instantaneous. There was only a chance for a few wild cries and the *Victoria* was almost half submerged, bow foremost, with her swiftly revolving screws whirling clear of the water and high in the air. Those on deck were plunged immediately into the water. The men forward and below had no time to rush to the deck, but found themselves groping for the doors of the rooms, filled with water and compressed air.

There was little more time for those in the officers' quarters. They heard the shouts and warning cries and rushed to the almost perpendicular deck. Commander Jellicoe, lying in his berth sick with fever, started up and dashed out, to find himself immediately struggling in the water. A lieutenant swam to him, put his arm around him, and, despite the handicap of supporting a helpless man, was able to get away from the sinking ship. It took a strong, skilful swimmer, in full possession of his senses, to do this. The huge hull was drawing in water as it went down, and several hundred men, hurled suddenly into the water fully dressed, had to battle against the increasing suction.

A moment more and a new peril, more horrible, descended upon them. The great engines, deep in the heart of the hull and inclosed in water-tight compartments, were still throbbing at full speed, and the great steel fingers of the twin screws were whirling up in the air. As the vessel sank these screws came nearer and nearer to the water, and descended into the midst of the struggling mass of human beings. The vessel sank slowly, and when the screws were low enough to begin to turn in the water, again the suction had increased until there was a deepening vortex, like a maelstrom. At the bottom of this maelstrom the screws were revolving like circular knives. The poor creatures battled in vain against the suction. They were drawn down and thrown against the swift blades. Then came a scene which made the officers on the decks of the other war ships of the fleet turn away, sick with horror. Screams and shrieks arose, and in the white foam appeared reddened arms and legs and wrenched and torn bodies. Headless trunks were tossed out of the vortex to linger a moment on the surface and sink out of sight.

All within reach of that vortex lost their presence of mind. Men who knew how to swim ceased swimming and fought with the waters. Men clutched each other in frenzy and struck each other off. The deep cone of whirling water, with the swift knives chopping human bodies at the bottom of it, was a horror to daunt the bravest. One man who escaped says that he saw in this great vortex at least fifty of his fellows fighting with each other and with inevitable death. In a moment or so the knives disappeared and the vortex began to close up; the ship was beneath the surface.

Then there was a muffled sound of thunder, the waters were tossed up and steam burst from them. Again shrieks and screams burst from the swimmers. The boilers had exploded, the sea rushed into the furnaces and the swimmers were breasting waves of scalding water. Thus, in less than three minutes, death in three awful forms attacked the officers and crew of the *Victoria*—death by drowning, death by the knife-like screws and death by scalding water.

With the first under-plunge of the ill-fated ship all the boats were called away from the other vessels and came straining over the calm sea to save the struggles. These boats were soon picking up those fortunate ones who had got out of the terrible vortex. So long as the vortex was there the boats dared not venture near, but they did lift from the scalding water several wretched sailors, who were seriously scalded. It is thought that more than half of those drowned got on of the ship, but were swallowed up in the vortex or scalded to death by boiling water.

Admiral Tryon stuck on the bridge and refused to leave it. Just before the *Victoria* made her under plunge he saw what was about to happen and issued an order for each man to save himself, but the order never got beyond the bridge, for ruin descended straightaway. The diver whom he had ordered below to look into the damage was still on deck and dressed for his descent, except for his helmet. He would have been dragged to the bottom by his heavy lead-soled shoes had it not been for a seaman who stopped to cut him loose from his heavy clothes. The diver was saved, but the man who cut him free was drowned.

There were many acts of heroism, self-forgetfulness and daring. The peril of those in the water was increased by the fact that the sea hereabouts is infested with sharks. It is the duty of marines, when a collision occurs, to immediately go below and close all the water-tight compartments. When the *Camperdown* struck, and as a result, out of 120 marines on the *Victoria* ninety-nine were lost.

LONDON, June 26th

Lady Tryon has expressed her gratitude to Sir George Dibbs for the message of sympathy sent by him on behalf of the Government of New South Wales.

H.M.S. *Benbow*, first-class armoured battleship, is to replace the *Victoria* as flagship of the Mediterranean Squadron.

June 27th.

The *Camperdown* was seriously damaged by the collision, and was only kept afloat by the prompt closing of the watertight compartments and by starting the pumps.

The special reporter of the *Standard* telegraphs that the forecastle of the *Victoria* was instantly submerged after the collision. When the vessel was struck Admiral Tryon ordered the injuries to be covered with mats to prevent the influx of water, and he at once signalled for assistance to the whole of the fleet. Boats were despatched without a moment's delay from all the vessels, but the *Victoria* "turned turtle" and sank before they could arrive. The screws of the flagship were revolving furiously in the air as she went down, and many of the crew were seen to be crawling up the vessel's sides towards the keel, which was then uppermost. The boats did all that was possible to rescue the survivors, but many of those who had at first escaped were sucked down into the vortex caused by the sinking vessel.

The battleship *Nile*, one of the vessels of the squadron, narrowly escaped ramming the *Victoria* on the port side after the collision with the *Camperdown*.

The crew of the *Victoria* maintained the most perfect discipline, and not one moved from his post until ordered to do so, notwithstanding the hideous fate that appeared to be inevitable. Admiral Tryon remained perfectly cool throughout the terrible scene, and refused the offer of a lifebuoy, telling the coxswain to save himself. Although they were ordered to jump into the sea the crew heroically persisted in the attempt to fix the mats over the rent in the ship. Admiral Tryon remained on the bridge to the last, and was seen standing there with folded arms as the vessel went down.

It is stated that the *Victoria* "turned turtle" in consequence of her upper chambers being flooded, while the lower chambers were intact.

H.M.S. *Triumph*, flagship at Queenstown, has been ordered to proceed to Malta to fetch the survivors from the *Victoria* to England.

It is proposed to erect a monument in St. Paul's Cathedral to the officers and men of the *Victoria* who lost their lives in the disaster.

The relief fund opened by the Lord Mayor of London has now reached £6,000. The latest contributions include £150 from the Duke of Edinburgh and £500 from Baron Rothschild.

LATER.

It is stated that Admiral Tryon was last seen in the water waving his telescope to Rear-Admiral Markham, who was on board the *Camperdown*. The latter vessel, after the disaster, dropped her collision mat at full speed in order to avoid the wreckage.

Some accounts state that the *Victoria* sank within six minutes after the collision.

Telegrams of sympathy and condolence have been received from the Governors of New South Wales, Victoria, South Australia, Western Australia, New Zealand, and Tasmania.

A joint letter has been published by Messrs. J. Hen iker Heaton, J. F. Hogan, Thomas Curran, T. B. Curran, MacArthur, and O'Driscoll, as Australian members of the House of Commons, referring in highly laudatory terms of the personal merits of the late Admiral Tryon.

A memorial service in connection with the death of Admiral Tryon was held in the Eaton-square church to-day. The Duke of Cambridge, the Duke of Edinburgh, Lady Tryon, and many leaders of society were present.

Information has been received from the scene of the disaster in the Mediterranean that Sir George Tryon's cap, telescope, and despatch-box have been recovered.

LONDON, June 18th.

Dreadful accounts have been received of the mutilation by the screws of the *Victoria* of the men who were swimming for their lives when the vessel went down. It is stated that the sea was red with blood in the vicinity of the sinking ship, and the fate of the unfortunate men was rendered more horrible by the fact that the locality is infested with sharks.

The relief fund initiated by the Lord Mayor of London has now reached £12,000.

June 30th.

Further information states that after the collision the two vessels were locked together for eight minutes, and during this time the sick men on board the *Victoria* were saved owing to the devotion of the chaplain, the Rev. Samuel S. O. Morris, who afterwards lost his life. Two minutes after the ships parted the *Victoria* began to sink, and the men were ordered to abandon her only one minute before she capsized. Midshipman Herbert M. Lanyon lost his life through refusing to leave Admiral Tryon. All the men and officers displayed great heroism.

The survivors from H.M.S. *Victoria* have now arrived at Malta.

The Mansion House Fund opened by the Lord Mayor of London in connection with the loss of the *Victoria* now amounts to £10,000. The Canadian Parliament voted £1,000 to the fund.

MALTA, June 30th.

The great harbor was thronged with boats containing relatives and friends, and the bastions were black with spectators when, at 10.15 a.m., the *Phaeton* and *Edgar* arrived from Tripoli, bringing the survivors of the ill-fated *Victoria*. There was no cheering for the survivors, because sorrow for the lost was the dominant feeling. The silence was impressive as the ships passed to their moorings and the blue-jackets crowded at their bulwarks. The survivors were transferred to the *Briton*, which had been prepared for their temporary reception.

A correspondent on the *Camperdown* sends the following account of the cause and result of the collision between the *Victoria* and the *Camperdown*: He says that Admiral Tryon made a signal for the second division to alter its course sixteen points, intending the divisions to turn round each other, but there was not room to accomplish the movement, for the squadron was proceeding in two lines only 1,200 yards apart, and each ship requires more than 600 yards to turn in. In the first line were the *Camperdown*, *Edgar* and *Phaeton* and in the second line the *Victoria*, *Nile* and *Dreadnought*. Admiral Tryon's signal to the second division to alter its course sixteen points having been obeyed it was, owing to the absence of sufficient room for the evolution simply a question which vessel would ram the other. The *Victoria* was struck just forward of the turret, the penetration being more than six feet, and the *Camperdown* left her figure-head on the *Victoria's* mess deck. The *Victoria* heeled over afterwards instantly and appeared to be settling rapidly. But Admiral Tryon signalled to the other ships not to send their boats, doubtless believing that they were not necessary but thirteen minutes afterward the *Victoria* turned bottom up and went down head foremost with her screws going round and her machinery working. Some of the survivors were actually on the bottom for a short time.

First Lieutenant Richards was picked up alive, but he was fatally injured in coming up from the sinking ship. The sight was awful. No lives were saved that could possibly be saved. All the ship's boats were engaged in the work of rescue. The *Camperdown* reached Tripoli after the wreck five hours down at the bow.

Four of the iron vessels of the squadron were cleaning for their anchorage, when Admiral Tryon signalled to change lines. The *Camperdown* is not answering promptly because her commander saw that there was not sufficient room.

The flag-ship asked: "What are you doing there, *Camperdown*?" It is stated that Commander Smith remarked to Admiral Tryon, "There is not room enough," but Admiral Tryon kept on. Admiral Tryon was on the bridge directing. After the collision the Admiral remained there until the vessel actually turned over.

The surviving officers of the *Victoria* had not heard of the reported incident of Admiral Tryon refusing a life preserver offered him by a sailor until they arrived at Malta, and they doubt its authenticity.

I have just had a long interview with a surviving officer. He states that the discipline on the sinking vessel was absolutely perfect throughout. Not a man or midshipman wavered an instant. Two prisoners were unlocked from their cells and were saved. Nineteen men in the sick bay were all got on deck by Dr. Ellis and his assistants. One was a midshipman down with fever. He was brought up on a chair by Dr. Ellis, but was drowned. Many more could have been saved if more boats had been on the spot, but the Admiral signalled "boats not needed." The opinion prevails that the person chiefly responsible for the disaster lies at the bottom of the sea under the *Victoria*.

Captain Bourke feels the disaster keenly, and is much depressed. All the surviving officers of the *Victoria* look careworn and badly shaken up.

I have just seen Lord Gailliford. He is deathly pale and on crutches. Commander Jellicoe, who was sick with fever but was saved, is recovering.

One of the midshipmen who perished was an only son and the last of his line. Dr. Ellis was carried down with the ship, but came up with the escaping air.

The men tried to help one another while in the water. Everybody, without exception, showed perfect calmness. Chaplain Morris encouraged the men with his latest breath. A hero perished in Chaplain Morris.

Admiral Seymour's appointment to this command gives general satisfaction here.

THE OPINIONS OF SOME NAVAL EXPERTS.

A representative of the Press Association has interviewed a number of well-known naval authorities on the subject of the disaster.

Lord Brassey said—"I regard the loss of the *Victoria* and so many of her crew as a national calamity. The fact that so terrible a disaster should have resulted from a single touch with the ram seems a powerful argument in support of the views of those who, like myself, are opposed to the extreme dimensions of modern war vessels. Ships of enormous tonnage, sometimes as much as 14,000 tons, are constructed, and we seek to protect them with armour; but, however effective armour plates may be against guns, they are clearly no adequate protection against the ram, which is a far more powerful weapon with ships at close quarters. I am sorry to see warships built of huge and excessive dimensions as long as they remain so extremely vulnerable to the ram. The battle of Lissa was an illustration of the effectiveness of the ram, and every such accident as the one we now deplore is likely to make officers in naval actions more disposed to use that weapon against an enemy. In spite of all the protection of water-tight compartments, the unfortunate vessel appears to have very quickly turned turtle. When once the buoyancy of the ship on one side was impaired by the penetration of the ram, even although the ram entered only one of the two water-tight compartments, she would turn over in some measure towards one side, and as soon as that movement began, its tendency would be to quicken at an increasing ratio. The vessel's stability may have been quite satisfactory so long as she was unimpaired; but it would probably be almost impossible by calculations to estimate what would be her exact condition and behaviour if partially deprived of buoyancy on one side. I do not see how one could, in construction, calculate and fully provide for such an emergency, otherwise it might be necessary to go on widening vessels to such an extent that all reasonable speed would be lost." Asked whether it was to be inferred as his opinion that smaller vessels would be safer or more effective, Lord Brassey added:—"That is not my view, but one advantage with vessels of moderate dimensions would be that the risk would be more distributed. I don't like the idea of putting so many eggs into one basket. It would of course be premature to criticise the handling of the *Camperdown* without knowledge of all the circumstances, which are not yet available; but, speaking generally, and without any special reference to the commander of that vessel, I fear that men are sometimes sent to sea in responsible positions without much experience. The least failure of judgment as to the relative speed of either of the two vessels might be fatal. Disputed questions of detail in construction do not arise in connection with this disaster, and I don't think it teaches us anything in that respect, except, perhaps, the undesirableness of extreme dimensions."

Lord George Hamilton, M.P., in the course of an interview, said:—When the *Victoria* went aground off the coast of Greece about the beginning of last year the crew worked admirably, and it is said removed a heavier weight of material from on board to the lighters than an equal number of men were ever known to do before in the same time. Even men on the sick list insisted upon lending a hand. Indeed, I think the only exception was one poor man who was disabled through having lost his arm. There is little doubt that the perfect discipline and good behaviour of the crew on that occasion favourably influenced the verdict of the court-martial. The Admiral was not on board at the time of the mishap, and vessel was, I believe, in command of Captain Bourke. As the accident now reported took place when the ships were manœuvring it is probable that the executive officers were on the bridge, which may account for so many of them being saved. The greatest loss appears to have occurred below, especially among the stokers and the engine-room complement. For instance, five engine-room officers out of seven were lost. When originally built the ship now lost was to be called the *Renown*, but her name was changed to the *Victoria*. This fact may possibly be considered significant by some seamen, who have a kind of superstition or prejudice against vessels that have changed their names; and yet all the crew liked the *Victoria*. I think the *Victoria* must have suddenly capsized, otherwise it would perhaps have been possible in a quarter of an hour to get out more of the boats and save a still larger number of the gallant crew.

Mr. Forwood, late Secretary to the Admiralty said:—The bulkheads of the *Victoria* ran fore and aft longitudinally, with engines on each side. If the blow from the ram of the *Camperdown* was direct and straight ahead the probability is that only one water-tight compartment would have been damaged, and the *Victoria* might have still been above water. It seems more probable that the bow was a glancing one, so that the ram struck at an angle and tore open the side of the vessel for such a length as the impetus of the two colliding vessels would permit. If submarines were now to sit down and design another ship there is probably nothing they would alter as regards the bulkheads or water-tight divisions of the main body of the ship. Recent changes have mostly had reference to the mode of carrying the guns. The latest ships are practically the same as those earlier built with regard to the subwater structure. If the vessels were manœuvring at 12 or 14 knots an hour—for these evolutions have to go on at all speeds in order to give the necessary training—the two cables or 400 yards dividing the two vessels might be covered in little more than a minute. Indeed, the wonder rather is that more frequent accidents do not occur at close quarters. If crews and officers are to be properly trained, we must be prepared to run some such risks. As there is a popular misconception as to the position and functions of an Admiral, it may be well to explain that the Admiral does not take any special control of the particular ship in which he may be sailing, and has no responsibility for its navigation, but gives orders only to the Fleet of which it forms a part.

Sir Edward J. Reed, M.P., formerly Chief Constructor of the Navy, said:—The object I had in view in putting my question this afternoon in Parliament was simply to have placed before members of the House drawings showing the disposition of the ship's bulkheads. I think that would either verify, or otherwise, an impression, which I and others have formed, viz., that the ram of the *Camperdown* probably struck the *Victoria* exactly upon a watertight bulkhead, which would be the junction of two compartments. If that were the case, it is just possible that the whole foredeck of the ship, being low, would be brought under water in consequence of the largeness of the volume of water let into the two damaged compartments. If this were the case the immersion of the foredeck would deprive the ship of so much stability as to account for her capsizing.

NEWS BY THE AMERICAN MAIL.

The Pacific Mail Co.'s steamship *China*, Capt. W. B. Seabury, which left San Francisco with the American mails of July 3rd, arrived in harbour this morning. For the subjoined telegrams we are indebted to our San Francisco exchanges:—

PARIS, June 25th.

Norton, who is under arrest for having forged the *Cocarde* documents, declared to-day that Ducret, editor of *Cocarde*, advised him to commit the forgery. Ducret, who is also under arrest, denies this. Norton says he was to receive, according to the agreement, 100,000 francs for the forgeries. After he delivered the document only 10,000 francs were paid him, and then even this sum was wheedled back from his wife, while he was absent from home.

NEW YORK, June 25th.

The *Herald's* correspondent at Panama cables: A telegram from Lima says that the Peruvian Government has suppressed leading Democratic newspapers in Lima and the provinces on account of their support of General Pierola for President. A general press censorship has been established.

An epidemic of grip prevails in the cities of Puno and Paucartambo.

BERNE, June 25th.

This city has been placed temporarily in a state of petty siege in order that a repetition of the recent socialist and anarchist disturbances may be prevented. All parades and public meetings are forbidden.

PITTSBURG, June 25th.

Before an open-air congregation of 1000 people "Brother" Day, the colored successor of the late Father Mollinger, effected five cures at the suburbs of Sharpsburg this afternoon. Strange as it may appear, hundreds of otherwise intelligent people of that town are ready to swear to the miracles in the way of cures which they say this man has performed. In the case of one of his patients whom he made whole, he said the cure would be only temporary, since she refused to take the oath which he imposes upon all who come to him for relief.

Although the preacher is a full-blooded negro, nearly all his hearers are white. Many come from great distances, bringing their lunch baskets with them. At the end of each sermon he invites the sick and afflicted to come forward. The faith curist betrayed deep knowledge to-day of almost every chronic disease. The suffering applicants would barely open their mouths before the preacher would tell them how they felt, where their pain lay and even at what hour of the day their pain was greatest. He gives no medicine except in cases of burns or accidental pains, claiming that the cures are effected by faith alone.

CHICAGO, June 25th.

The total admissions to the fair to-day, free and paid, were about 80,000, and the White City had a quiet, deserted appearance. The Fine Arts building was about the only place in all the great exposition where there was anything like a crowd. The attendance at the religious exercises in Festival Hall, where Rev. Dr. Thomas preached, was not as large as was anticipated, barely half the seats being occupied.

The statue of William E. Gladstone was unveiled in Donegal castle, in the Irish village, to-day. The castle was filled with a distinguished company of visitors. Mayor Harrison opened the ceremonies with an address eulogizing Gladstone. Mrs. Hart then unveiled the statue amid cheers. The statue is ten feet high and represents the Grand Old Man in the act of speaking.

Arthur Bruce Jay, who made the famous London statue, after which this is copied, then spoke. Judge Moran was next presented, and paid a tribute to Gladstone as the foremost man of the nineteenth century. Mrs. Jenevra Johnston Bishop sang "Come Back to Erin," and the exercises were closed by Dr. Hart giving a sketch of Mrs. Hart's work among the Irish peasants.

The admission at the fair on Saturday was 161,653, of which 33,804 were officials and employes and 7728 children.

To-day's admissions were 79,163, of which 17,135 were officials and employes and 3277 children.

The monument erected in memory of the five anarchists, August Spies, Albert Parsons Adolph Fischer, Louis Ling and George Engel, was unveiled this afternoon at Waldheim cemetery. Some 2500 persons assembled to witness the ceremony. The crowd was orderly, and scarcely an American was seen. The exercises were carried on in foreign tongues. The speeches were not incendiary, however. The unveiling was preceded by a short parade down town. No flags were carried, and the day passed without incident.

NOTE FROM SIAM.

BANGKOK, 19th July.

The German gunboat *Wolf* has not appeared in the river up to the time of our going to press. Pending the arrival of a Portuguese gunboat, the British flag affords protection to Portuguese subjects. The French war-ship *Forfait* and H.M.S. *Pallas* remain anchored outside the bar.

The streets of Bangkok by night present a strangely deserted appearance. Europeans do not care to go about after night-fall, while the Irish botanists doubtless spend much of their time in exchanging opinions upon "the situation." Isolated disturbances are to be feared, at a time when public feeling is at such tension, since it is difficult for the general population to discriminate between the French and Europeans of other nationalities. There is, however, more than enough force now in the river to cope with any organized disturbance; while the general tone of popular feeling remains temperate, if excitable, and opposed to any demonstration.—*Times*.

Pilot Jackson has been deprived of his certificate for piloting over the bar the French trading steamer *J. B. Say*.

The Commander of the *Forfait*, M. Reculouse, left yesterday afternoon for his ship. There are no other French ships within sight of the bar.

Mr. French, the British Consul, has been a busy man during the last four days. From the fight on Thursday up to the present moment he has had little rest. On Monday morning he was to be seen energetically directing the police in the execution of their duty. The object was to keep the Custom House Lane clear of the motley crowds that thronged it from morning to night without any apparent reason. There has been a decided improvement since Mr. French's interference.

We hear that Mr. Westenholz has joined the Siamese Navy with the rank of captain. Another appointment is that of Mr. Sildorf, under the famous Red Cross Society, to take charge of the wounded. It may be interesting to note that none of the instruments bought by the Society are of any use whatever, in cases where amputation is needed.

A slight incident occurred at Paknam, when Commander Reculouse was coming to Bangkok on Saturday evening, which shows regrettable taste to say the least. The Commander noticed the Siamese flag flying above the French on the mast of *J. B. Say*, and stopped his boat to enquire into the matter. As soon as he landed on the opposite shore he was confronted by a dozen Siamese soldiers, who presented their muskets at his breast, while a Danish officer stood by smoking a cigar! Such petty acts as these will not tend to a peaceful settlement; they are undignified, and had better be avoided.

All the pawnshops have taken in their show cases, and there is not an article of jewellery exposed for sale. Arms and ammunition are being sold at fabulous prices, and the Chinese blacksmiths are said to be doing a good business in that dangerous weapon shaped like a three-pronged fork. For what purpose this is to be used, time will show. But it is well to remember that the forces of the foreign gunboats now in the river are able to put down any rising of Chinese or other that is likely to take place. We have six gunboats in the river, and two large cruisers outside, so that any fear of a rising ought to be out of the question.

The European doctors unattached to either the Siamese army or navy appear to have borne the brunt of the work. Dr. Hayes and Dr. Cox of the *Swift*, assisted later by the surgeon of the *Linnet* have done excellent service, and deserve the warmest thanks of the Siamese. Dr. Rasch, of the Naval Department, was sick, and Drs. McFarland and Hees were left entirely without orders; and are left yet, probably, in the same unaccountable ignorance. No orders appear to have been issued from the Intelligence Department, which appears to have been perfectly paralysed. The Europeans fought the forts, gunboats and mines, and the Europeans nursed, cured, carved and attended the Siamese wounded. We beg the Siamese to remember this when next they dream of dispensing with the services of Europeans.—*Free Press*.

FOOCHOW NOTES.

Foochow, July 22nd.

We regret to learn that his Excellency the Viceroy has been seriously indisposed for some days past.

The rain which has set in to-day was very much needed all over the country, and by way of flushing the drains in the streets it comes as a great boon.

When we state that as many as 30 fatal cases of cholera are reported as taking place in the city daily, we think it will be admitted that this part of the province is having rather more than its share of trouble at present.

Reports also reach us that the people of Hok-chang are in a state of famine. The sweet potato crop, their chief article of food, is a total failure through want of rain. Men, women, children and cattle, it is said, are dying of starvation by hundreds.

A sensation was caused in the city on Tuesday last by a young bride-elect being discovered dead in her sedan chair on her arrival at her future husband's house. The cause of death was not known, but was supposed to be heart disease.

On the 13th instant an inward bound Ningpo junk, laden with general cargo, fell in with what the captain reported to be a typhoon, but as, in spite of the junk foundering, all hands were saved, she probably only encountered the tail end of one. The steamship *Haushin* arriving here on the 14th instant met with the same bad weather and had some of her cargo badly damaged.

The anniversary of the Emperor Kwang-Hsü's birthday will be on the 9th proximo, and his Excellency the Provincial Treasurer has posted a notice calling attention to the date and intimating that all the mandarins of the province will be expected to assemble in the Wong-Sui-King temple on the 7th to offer up their prayers before the tablet bearing his Majesty's name for his welfare and a long and prosperous reign.

A proclamation has been issued requesting those of the poorer classes who desire to partake of the Dowager Empress's bounty on the anniversary of her Majesty's birthday, to send in their names to the magistrates of their several districts so that a proper apportionment may be made. As mentioned in these colums last month, Tls. 20,000 are to be distributed to the poor in each of the eighteen provinces of China.

We hear very sad accounts of the state of the people in and about Kien-ning-foo, brought about, it is said, by the severity of the floods at the end of May and beginning of June. Famine is staring the masses in the face. The little rice there is has risen to a prohibitive price to all but the wealthy. Foochow can ill afford to part with any of its supplies of grain, but what can be done in the way of affording relief to the sufferers is being done by the authorities.

We have news from the Ingchong district, near Hing-wha, of a tiger having been killed by a native. A shepherd boy in charge of a flock of goats was surprised by two tigers pouncing suddenly into his flock and carrying off a kid each. The boy screaming for assistance was heard by two native sportsmen, who were out with their guns for a day's shooting and, turning round, saw the tigers coming towards them. One immediately fired and wounded one of the animals so severely that he was able to approach closer and despatch him with a second barrel. The boy, fearing to go home without the two kids, and assuring the tiger slayer that his father would not believe his story of their having been carried off by tigers, was kindly taken home by the heroic sportsman, who set matters right and presented the father with the dead tiger as a recompense for his loss.—*Echo*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

26th July, 1893.—At 4 p.m.

STATION.	Barometer reduced to 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain in last 24 hours.
Tokyo	29.88	...	...	NE	3	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.70	87	72	SE	3	...	...
Foochow		...	...	...	...	...	...
Amoy	29.75	84	72	SSE	2	...	...
Anping		...	...	...	...	...	...
Swatow	29.79	85	...	SE	2	...	...
Canton	29.76	...	...	E	1	0	...
Hongkong	29.77	86	67	ESE	1	0	...
Victoria Peak		...	...	S	1	...	...
Gap Rock	29.76	...	...	E	1	0	...
Macao	29.76	85	91	SSE	1	0	...
Hoihow	29.76	85	78	E	1	0	...
Haiphong	29.86	86	76	S	1	0	...
Bolinao	29.78	86	76	W	1	0	...
Manila	29.76	85	79	SW	1	0	...
Cape St. James	29.78	...	...	SW	1.5	8	...

27th July, 1893.—At 10 a.m.

STATION.	Barometer reduced to 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain in last 24 hours.
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai		...	...	...	...	...	...
Foochow		...	...	...	...	...	...
Amoy	29.79	80	87	W	1	0	...
Anping		...	...	...	...	...	...
Kwarow	29.85	82	...	W	1	0	0.8
Canton		...	...	...	...	...	...
Hongkong	29.84	82	89	E	1	0	...
Victoria Peak		...	...	...	...	...	...
Gap Rock	29.82	...	...	S	1	0	...
Macao		...	...	...	...	...	...
Hoihow	29.90	82	99	S	1	0	...
Haiphong	29.90	84	75	NW	1	0	...
Bolinao	29.82	...	...	...	...	...	...
Manila		...	...	...	...	...	...
Cape St. James	29.91	...	...	SW	3	5	...

27th, 10.40 a.m. Barometer falling slightly. Gradients gentle. Sea smooth. Weather showery with occasional fine intervals.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, 1 Blue sky, 2 Detached clouds, 3 Drizzling rain, 4 Fog, 5 Gloomy, 6 Hail, 7 Lightning, 8 Overcast, 9 Passing showers, 10 Squally, 11 Rain, 12 Snow, 13 Thunder, 14 Visibility, 15 Dew (wet). 7—Rain in inches, tenths and hundredths.

F. C. FIGG, First Assistant Meteorologist.

Hongkong Observatory, 27th July, 1893.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.77	29.84	29.75
Temperature	89	80	85
Humidity	89	89	84
Direction of wind	ESE	E	E
Force	1	2	2
Weather	0	0	0.9
Rain	...	...	...

Highest open air temperature on the 26th..... 85
Lowest open air temperature on the 26th..... 76

F. C. FIGG, First Assistant Meteorologist.

Hongkong Observatory, 27th July, 1893.

Intimations.

CARMICHAEL & Co., Ld.

RAIN COATS & UMBRELLAS.

TENNIS SHOES, BROWN CANVAS SHOES, SEA BOOTS in all Sizes.
W. D. & H. O. WILL'S CAPSTAN, THREE CASTLE, VIRGINIA MIXTURE, TOBACCO AND CIGARETTES.
"NEGRO-HEAD TOBACCO."

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

Hongkong, 11th July, 1893. [52

To-Day's Advertisements.

FOR KOBE.

THE Steamship

"TORRIDON,"

Captain Byron, will be despatched as above on THURSDAY, the 3rd August, at 5 P.M.

For Freight, apply to

JOHN ANDREW,
Agent.

18, Praya Central,
Hongkong, 27th July, 1893. [841

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 27th July, 1893. [1

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE REPORT of the Commission and the Directors is NOW READY for Inspection at the Office of the Undersigned, between the hours of 11 and 12 Daily.

A PRIVATE MEETING of SHAREHOLDERS will be held on SATURDAY, 5th Prox., at 11 A.M., to discuss the same.

By Order,

R. LYALL,
Secretary.

Hongkong, 27th July, 1893. [842

LOST.

FROM Kennedy's Horse Repository on Sunday, A FOX TERRIER SLUT. White with brown ears; brown spot on tail. Reward on return.

Hongkong, 27th July, 1893. [840

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP and SPOONS will be Shot for on SATURDAY, July 29th.—Ranges, 800 and 900 yards. Time, 3 P.M.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 27th July, 1893. [51

Intimations.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [693

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES
No. 8, Queen's Road Central. [694

THE TYPHOON SEASON.

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES of

"THE LAW OF STORMS IN THE EASTERN SEAS,"

(by W. Doberck, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
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" F. Blackhead & Co. "
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Mr. W. Brewer. "
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Messrs. A. A. de Mello & Co., Macao.
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Messrs. Kelly & Walsh, Limited, Shanghai.
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Messrs. Kelly & Walsh, Limited, Singapore.
Messrs. Amédée Prince & Co., Paris & London.

or the

"HONGKONG TELEGRAPH" OFFICE.
Pedder's Hill,

Hongkong, 13th May, 1892.

Notices of Firms.

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS," Hongkong. (A.B.C. Code 4th Edition.)

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No. 17, PRAYA CENTRAL,
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MESSRS. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

Cargoes received for Storage, Insurances effected.

Hongkong, 28th April, 1893. [170

Auctions.

AUCTION SALE
OF
VALUABLE HOUSEHOLD FURNITURE
by HALL & HOLTZ and other Makers,
at the AUCTION MART, 17, PRAYA CENTRAL,
on SATURDAY next, 29th July, 1893,
AT 2.30 P.M.
Comprising:—

HANDSOME CABINETS, SIDEBOARDS, FANCY TABLES, CARD TABLES, EXTENSION DINING TABLES, WRITING TABLES, OVERMANTELS, MUSIC STANDS and STOOLS, GLASS DOOR WARDROBES, DRESSING TABLES with SWING MIRRORS, HAT and UMBRELLA STANDS, BOOK-CASES &c. &c., in both SOLID TEAK and WALNUT.

ALSO,
A LARGE QUANTITY OF
SECOND HAND FURNITURE and SUNDRY HOUSEHOLD REQUISITES.

On view on Friday and Saturday A.M.
Catalogues of the Auctioneers.

A. E. SKEELS & Co.,
Auctioneers & Valuators.

Repository Sale Rooms, 17, Praya Central,
Hongkong, 25th July, 1893 [833

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,
ON
MONDAY, the 31st July, 1893,
AT 2.30 P.M.
at No. 21, ELGIN STREET.

THE HOUSEHOLD FURNITURE, &c.
Comprising:—

SILK COVERED DRAWING-ROOM SUITE.
MARBLE-TOP CENTRE TABLE, BEVELLED GLASS, OVERMANTELS, BRASS PANELS with figures in Alto Relevo, PICTURES and ORNAMENTS, CARPET and RUGS.
EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARD with BEVELLED GLASS BACK, DINNER WAGGON and DINING-ROOM CHAIRS.
CROCKERY, GLASS and PLATED-WARE.
DOUBLE IRON BEDSTEAD, BRASS MOUNTED.
WARDROBE with BEVELLED GLASS FRONT, CHEST of DRAWERS, MARBLE-TOP BUREAU with BEVELLED GLASS and MARBLE-TOP WASHSTAND.

Catalogues will be issued.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer,

Hongkong, 26th July, 1893. [839

PUBLIC AUCTION
OF
VALUABLE LEASEHOLD PROPERTY,
by order of the Mortgagee,
ON
WEDNESDAY, the 2nd August, 1893,
at 3 o'clock in the Afternoon,
at the Premises,
by J. M. ARMSTRONG, Auctioneer.

ALL those PIECES of GROUND situate, lying, and being at Victoria, in the Colony of Hongkong, registered in the Land Office as INLAND LOTS Nos. 634 and 680, with the 11 Messuages and Buildings in SECOND STREET numbered from 74 to 94, 11 Messuages and Buildings in THIRD STREET numbered from 91 to 111, and 20 Messuages and Buildings in SHEUNG FUNG LANE numbered from 1 to 22.

The said Premises are held from the Crown for the residue of the respective terms of 999 years granted by two several Indentures of Crown Lease dated respectively the 10th July, 1861, and 8th November, 1861, subject to the payment of $138.84 and $69.42 Crown-Rents respectively reserved by and to the Covenants contained in the said Crown Leases.

All the Premises are sold subject to the existing tenancies thereof.

For further particulars of the property and Conditions of Sale, apply to

C. EWENS,
Solicitor for the Mortgagee,
or
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 26th July, 1893. [837

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST"
FOR 1893.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

HONGKONG...Mr. W. Brewer.
" ...Messrs. F. Blackhead & Co.
" ...Messrs. Heuermann, Herbst & Co.
" ...Messrs. Kelly & Walsh, Limited.
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BANGKOK ...The "Bangkok Times" Office.
SINGAPORE...Messrs. Kelly & Walsh, Limited.
PARIS and LONDON ... } Messrs. Amédée Prince & Co.

or to

"THE HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill,
Hongkong, 30th January, 1893.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—98 per cent., prem., sellers.
The National Bank of China, Ld.—on £8,10 paid up,—50 per cent. sellers.
The National Bank of China, Ld.—Founders shares, $130 per share, sellers.
The Bank of China, Japan & the Straits, Ld.—50 cents, dis., sellers.
The Bank of China, Japan & the Straits, Ld.—Founders' shares, £20, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$83 per share, sellers
China Traders' Insurance Company—$52 per share, sellers.
North China Insurance—Tls. 110 per share, buyers.
Canton Insurance Company, Limited—$112 per share, sales and sellers.
Yangtsze Insurance Association—$100, sellers.
On Hai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$220 per share, sellers.
China Fire Insurance Company—$83 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$27 per share, sellers.
China and Manila Steam Ship Company—$25 per share, buyers
Indo-China Steam Navigation Company, Limited —40 per cent. discount, sellers.
Douglas Steamship Company—$35 per share, sales and sellers.
The Steam Launch Co., Limited—$20 per share, sales.
Hongkong and Whampoa Dock Company—70 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$15 per share, sales and buyers.
Hongkong Hotel Company—$15 per share, sales and buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures —$501.
The Austin Arms Hotel and Building Company, Limited—$4 per share, sellers.
The Shameen Hotel Co., Limited—$42 per share, sellers.
Punjom Mining Co.—$4½ per share, sales and buyers.
The Raub Gold Mining Co., Limited—$4 per share, sales and sellers.
The Balmoral Gold Mining Co., Limited—40 cents, per share, sellers.
Société Française des Charbonnages du Tonkin —$85 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$5 45 per share, sales and sellers.
London and Pacific Petroleum Co, Ld.—*nix.* nominal.
China Sugar Refining Company, Limited—$155 per share, old shares, sales and sellers.
Luzon Sugar Refining Company, Limited—$35, nominal.
A. S. Watson & Co., Limited—$11 per share, sales and buyers.
Dakin, Cruickshank & Co., Limited—$2 per share, sellers.
Hongkong Dairy Farm Co., Limited—$4½ per share, buyers.
The Kowloon Land Investment Co., Limited—$6½ per share, sales and buyers.
The Hongkong Land Investment Co., Limited—$50 per share, ex. div., sales and sellers.
The West Point Buildings Co., Limited—$23 per share, sellers.
H. G. Brown & Co., Limited—$8 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$40 per share, nominal.
Hongkong Rope Manufacturing Company, Limited—$85 per share, sellers.
Hongkong Gas Company—$105 per share, buyers.
Hongkong Ice Company—$68 per share, sellers.
Hongkong and China Bakery Company, Limited —$65 per share, sellers.
The Hongkong Brick and Cement Co., Limited $1½ per share, sellers.
The Green Island Cement Co.—50 cents, buyers.
The Hongkong Electric Light Co., Limited—$3 per share, sales and buyers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$67½ per share, sales.

EXCHANGE.

ON LONDON—Bank, T. T.	2/6
Bank Bills, on demand	2/6¼
Bank Bills, at 4 months' sight	2/6¼
Credits at 4 months' sight	2/6¼
Documentary Bills, at 4 months' sight	2/6⅞
ON PARIS—	
Bank Bills, on demand	3.13
Credits, at 4 months' sight	3.22
ON INDIA:—	
T. T.	193
On Demand	193½
ON SHANGHAI—	
Bank, T. T.	72⅝
Private, 30 days' sight	73½

VISITORS AT THE HONGKONG HOTEL.

Mr. H. S. Cooke.	Mr. H. E. Hobson.
Count Coudenhave and valet.	Mr. N. Lazarus.
	Mr. T. Mitchell.
Mr. E. H. Derrick.	Mr. & Mrs. C. Popham.
Mr. W. P. Greene.	Mr. F. E. Shean.
Consul General & Mrs. Haas.	Mr. J. Stewart.
	Mrs. & Miss R. Young.
Mrs. Haley.	Mr. C. Zanella.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.	Mr. Thos. Howard.
Mr. H. W. Bird.	Mr. V. Kofod.
Mr. C. E. Birt.	Mr. W. H. R. Loxley.
Captain Botherton.	Mr. MacLean.
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	Mr. W. Ramsay.
Mr. F. East.	Mr. H. W. Robertson.
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Mr. S. Forsyth.	Mr. Sparrow.
Mr. E. J. Grist.	Mr. E. Tomlin.
Mr. E. J. Hagen.	Mr. Geo. L. Tomlin.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravenna*, with the outward English mail, left Singapore on the 23rd instant at 6 a.m., and is expected here on the 28th.

THE AMERICAN MAILS.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails, &c., left San Francisco for this port, *via* Yokohama, on the 13th instant.

The P. M. S. S. Co.'s steamer *Peru*, mails, &c., left San Francisco for this port, *via* Yokohama, on the 22nd instant.

NORTHERN PACIFIC MAILS.

The Northern Pacific Steamship Co.'s steamer *Mogul*, from Victoria, B.C., left Yokohama on the 22nd instant, and is expected here on the 28th.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria, B.C., on the 23rd instant for Yokohama and Hongkong.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver for Japan, Shanghai and Hongkong on the 17th instant, and may be expected here about the 6th proximo

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Tantalus* left Singapore on the 24th instant, and may be expected here on the 29th.

The Navigazione Generale Italiana steamer *Bisagno* left Bombay on the 12th instant, and may be expected here on the 30th.

The P. & O. S. N. Co.'s steamer *Bombay* left Singapore on the 25th instant, and may be expected here on the 30th.

The steamer *Strathdon* left Singapore on the 25th instant, and may be expected here on the 31st.

The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 14th instant.

The China Shippers' Mutual S. N. Co.'s steamer *Oanfa*, from London and Liverpool, passed the Canal on the 26th instant, and may be considered due at Singapore on or about the 14th proximo.

Shipping.

ARRIVALS.

PEMBROKESHIRE, British steamer, 1,716, F. Gedye, 27th July,—Japan, *via* Shanghai, and Foochow 25th July, General.—Dodwell, Carlill & Co.

KIEL, German steamer, 831, M. W. Krutzfeldt, 27th July,—Newchwang 16th July, and Chefoo 18th, Beans and Oil.—Melchers & Co.

CHINA, American steamer, 5,288, W. B. Seabury, 27th July,—San Francisco 3rd July, Honolulu 10th, and Yokohama 22nd, Mails and General.—P. M. S. S. Co.

TAISANG, British steamer, 1,505, H. W. Hogg, 27th July,—Canton 27th July, General.—Jardine, Matheson & Co.

PAKSHAN, British steamer, 815, J. Jenkins, 27th July,—Bangkok and Koh-si-chang 20th July, Wood and Rice.—Hop Hing Hong.

BYGDO, Norwegian steamer, 901, C. Bockke, 27th July,—Batoum 28th June, General.—Captain.

CHING-PING, Chinese steamer, 524, H. Crowlie, 27th July,—Tientsin 19th July, Coal and General.—C. E. & M. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Fu-ping, Chinese steamer, for Chefoo, &c.
Hailoong, British steamer, for Swatow.
Activ, Danish steamer, for Holhow, &c.
Paramita, American ship, for New York.
Ardgay, British steamer, for Amoy.
City of Peking, American steamer, for Amoy and San Francisco.
Pembrokeshire, British steamer, for Saigon.
Kutsang, British steamer, for Singapore, &c.
Wootan, German steamer, for Singapore, &c.
Taiwan, British steamer, for Shanghai.

DEPARTURES.

July 26, *Chiyuen*, Chinese str., for Canton.
July 27, *Yarra*, French steamer, for Shanghai.
July 27, *Cape Colonna*, British str., for Hongay.
July 27, *Zafiro*, British steamer, for Amoy, &c.
July 27, *City of Peking*, American steamer, for Amoy, Yokohama and San Francisco.
July 27, *Fu-ping*, Chinese str., for Chefoo, &c.
July 27, *Hailoong*, British str., for Swatow.
July 27, *Wootan*, German str., for Singapore and Penang.
July 27, *Ardgay*, British steamer, for Amoy.
July 27, *Kutsang*, British str., for Singapore, &c.
July 27, *Charters Tower*, British steamer, for Kutchinotsu.
July 27, *Kiel*, German steamer, for Canton.

PASSENGERS—ARRIVED.

Per *China*, from San Francisco.—Mr. Chan Ball. From Yokohama.—Mr. and Mrs. C. Popham, Mrs. Featherley, Captain S. G. Moore, Captain Cass, Major McLaughlin, Lieuts A. Lennox, Garsia, J. Quain, Mr. J. R. Stewart and native servant.

Per *Pakshan*, from Bangkok, &c.—10 Chinese.

Per *Pembrokeshire*, from Japan, &c.—Messrs. Coombes and Stewart.

Per *Ching-ping*, from Tientsin.—6 Chinese.

DEPARTED.

Per *City of Peking*, for Nagasaki.—Mrs. Matso and Japanese servant, Messrs. Matso and Bigeuya. For Yokohama.—Dr. W. E. Taylor and Mr. K. H. Lindholm. For Denver-Colo.—Major A. F. A. Lyle.

Per *Catterthun*, for Macao, Timor and Melbourne.—Mr. and Mrs. O'Keefe, Miss Greene, Miss MacHugh, Messrs. W. P. Greene, W. M. Irving, I. M. Irving, and Siegfried.

REPORTS.

The British steamship *Pembrokeshire* reports that she left Japan *via* Shanghai, and Foochow on the 25th instant. Had fine weather the whole way.

The Chinese steamship *Ching-ping* reports that she left Tientsin on the 19th instant. Had strong south-south-east winds and high sea to North Saddle; thence to port had moderate wind and fine weather.

The British steamship *Pakshan* reports that she left Koh-si-chang on the 20th instant at 5.10 p.m. Had moderate southerly wind with fine but cloudy weather to Cape Padaran; thence to port had light variable winds and fine clear weather. Arrived here this morning at 11.5 o'clock.

The American mail steamship *China* reports that she left San Francisco on the 3rd instant; arrived at Honolulu on the 9th, sailed on the 10th; passed Midway Island on the 13th at 1.15 p.m., and Ocean or Cure Island on the same day at 5 p.m. Had fine weather the entire passage. Time from San Francisco to Honolulu 5 days, 14 hours and 12 minutes. Detention at Honolulu 1 day, 9 hours and 5 minutes. Time from Honolulu to Yokohama 9 days, 6 hours and 38 minutes. Left Yokohama on the 22nd at daylight. Had fine weather; arrived here this morning at 4.58 o'clock. Time 5 days and 53 minutes from Yokohama to Hongkong.

Post Office.

A MAIL WILL CLOSE—

For Bangkok.—Per *Talyich* to-morrow, the 28th instant at 9.30 A.M.

For Swatow, Amoy and Tamsui.—Per *Formosa* to-morrow, the 28th instant, at 12.30 A.M.

For Saigon Singapore, and London.—Per *Pembrokeshire* to-morrow, the 28th instant, at 9.30 A.M.

For Shanghai.—Per *Ningpo* to-morrow, the 28th instant, at 3.30 P.M.

For Shanghai.—Per *Taisang* to-morrow, the 28th instant, at 2.30 P.M.

For Saigon.—Per *Holstein* to-morrow, the 28th instant, at 4.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 26th July,—Pakhoi 23rd July, and Hoihow 25th; General.—Arnhold, Karberg & Co.

HONGKONG—STEAMERS.
(*Continued*)

BANTAM, Dutch steamer, 1,457, C. J. van de Bergh, 19th July,—Bangkok 13th July, Rice.—Lauts, Wegener & Co.

CATHERINE APCAR, British steamer, 1,733, J. G. Olifent, 24th July,—Calcutta 8th July, Penang 15th, and Singapore 18th, Opium and General.—D. Sassoon, Sons & Co.

DECIMA, German steamer, 965, C. Christensen, 26th July,—Bangkok 17th July, and Hoihow 25th, Rice.—Siemssen & Co.

DEUTEROS, German steamer, 1,197, W. A. Dinse, 23rd July,—Saigon 19th July, Rice.—Siemssen & Co.

FORMOSA, British steamer, 680, T. P. Hall, 26th July,—Tamsui 22nd July, Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.

HAIPHONG, French steamer, 874, H. Galletti, 26th July,—Haiphong 24th July, General.—Messageries Maritimes.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 20th July,—Saigon 16th July, Rice, Paddy and General.—Wieler & Co.

HONGKONG, French steamer, 750, C. Bastrom, 8th July,—Haiphong 6th July, Rice.—A. R. Marty.

INDEPENDENT, German steamer, 1,003, Schäfer, 11th July,—Maritimes 15th June, General.—Wieler & Co.

IRENE, German steamer, R. Schuder, 26th July,—Singapore 20th July, General.—Siemssen & Co.

LENNOX, British steamer, 1,327, W. Ward, 25th July,—Kutchinotsu, 19th July, Coal.—Dodwell, Carlill & Co.

MANDARIN, British steamer, 1,170, C. W. Raison, 13th July,—New York 11th May, Port Said 9th June, and Singapore 6th July, General.—Gibb, Livingston & Co.

MONOKUT, British steamer, 859, Chas. Stonham, 24th July,—Bangkok 16th July, and Koh-si-chang 18th, General.—Yuen Fat Hong.

NINGPO, German steamer, 762, Th. Lehmann, 25th July,—Canton 25th July, General.—Siemssen & Co.

NIZAM, British steamer, 1,615, F. J. Cole, 25th July,—Bombay 8th July, and Singapore 19th, General.—P. & O. S. N. Co.

NURNBERG, German steamer, 3,207, B. Blanke, 23rd July,—Yokohama 14th July, Kobe 17th, and Nagasaki 18th, Mails and General.—Melchers & Co.

PROPONTIS, British steamer, 1,387, W. H. Farrand, 14th March,—Saigon 9th March, Rice and Paddy.—Arnhold, Karberg & Co.

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 25th July,—Manila 22nd July, General.—Butterfield & Swire.

TAI-YICK, German steamer, 903, N. Emke, 22nd July,—Bangkok 16th July, Rice.—Meyer & Co.

SAILING VESSELS.

ASSYRIA, British bark, 1,148, H. W. Dunip, 5th July,—Singapore 17th June, Timber.—Master.

CIMBRIA, Danish bark, 1,158, H. Pedersen, 9th June,—New York 29th December, Kerosene Oil.—Order.

EMILIE, German bark 948, H. Schutt, 21st July,—Haiphong 9th July, Ballast.—Captain.

FUNG SHUY, Hawaiian bark, 980, Mahany, 20th July,—New York 5th April, Oil.—Shewan & Co.

GALVESTON, German bark, 619, H. Jakobsen, 22nd July,—from Tientsin, Bone.—Butterfield & Swire.

HABITANT, British ship, 1,619, W. R. Potter, 14th May,—New York 24th Dec., Oil.—Melchers & Co.

HENRY FAILING, American ship, 1,879, G. Merriman, 15th June,—San Francisco 30th April, Oil.—Master.

ICEBERG, American ship, 1,135, Treat, 1st June,—New York 4th January, Kerosene Oil.—Jardine, Matheson & Co.

JOHANN ADOLPH, German bark, 310, E. Wiese, 26th June,—Albany (W.A.), 17th May, Sandalwood.—Siemssen & Co.

PARAMITA, American ship, 1,498, Soule, 21st April,—San Francisco 17th Feb., Flour.—Chinese.

SOMALI, British 4-masted ship, 3,332, D. Morgan, 17th May,—Singapore 21st March, Ballast.—Order.

To be Let.

TO LET,
WITH IMMEDIATE POSSESSION.

A SEVEN ROOMED HOUSE at Robinson Road, "PARSEE VILLA," with a Large Garden attached, Water and Gas laid on.
ONE GODOWN No. 117, Praya East, Bowrington.
Apply to
DORABJEE NOWROJEE,
Victoria Hotel.
Hongkong, 3rd July, 1893. [764

TO LET.

NO. 2, SEYMOUR TERRACE.
THIRD FLOOR in No. 6, Queen's Road.
ROOMS in College Chambers.
No. 4, OLD BAILEY STREET.
OFFICES in Victoria Buildings.
DAVID SASSOON, SONS & Co.
Hongkong, 23rd June, 1893. [631

TO LET,
FROM 1ST OCTOBER NEXT TO 31ST MARCH, 1894.

NO. 2, HILLSIDE, PEAK, for $45.00 and taxes.
Apply to
A. HERBERT RENNIE,
P.W.D.
Hongkong, 12th July, 1893. [799

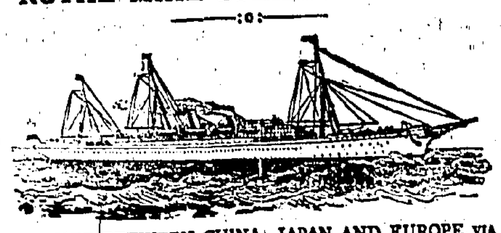
TO LET.

OFFICES in Praya Central, above Messrs. Douglas Lapraik & Co.'s Offices.
"THE WILDERNESS," in Caine Road.
OFFICES, First and Second FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.
Nos. 11 & 12, COOMBE ROYAL—a Large Furnished House at Magazine Gap.
NEW HOUSES in Elgin Street, Peel Street, and Staunton Street.
No. 41, RIPON TERRACE—Bonham Road.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank (in Liquidation.)
No. 4, BLUE BUILDINGS.
FLOORS and GODOWNS in Blue Buildings.
GROUND and FIRST FLOORS of No. 5, Shelley Street.
No. 10, OLD BAILEY.
No. 9, CHANCERY LANE.
"BURNBRAE," GLENEALY.
Nos. 6 & 14, KNUTSFORD TERRACE, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 24th July, 1893. [701

ONE BOX OF CLARKE'S B 41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [118

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA 6,000 Tons.....WEDNESDAY, 16th August.
EMPRESS OF INDIA 6,000 " WEDNESDAY, 6th September.
EMPRESS OF JAPAN.....6,000 " WEDNESDAY, 4th October.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, $75.

For further information as to Passage and Freight, apply to

D. E. BROWN,
General Agent.

Hongkong, 26th July, 1893. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 17th Aug.
Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Sept.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 26th Sept.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 17th August, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their ourney at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 20th July 1893. [2

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1893. 9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 8th August.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 26th August.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 14th Sept.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY the 8th August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1893. [1

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET,
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1892. [376

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel),
CONSULTATION FREE.
Hongkong, 27th July, 189 [84

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mogul.....	Tuesday	August 8th.
Victoria	Tuesday	August 29th.
Tacoma	Thursday	Sept. 28th.
Mogul.....	Thursday	October 19th.
Victoria	Thursday	November 9th.
Tacoma	Tuesday	December 12th.

THE Steamship

"MOGUL,"

Captain Golding, sailing at Noon, on TUESDAY, the 8th August, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 19th July, 1893. [4

Hotels.

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [28

VICTORIA HOTEL.

REDUCTION OF RATES.

RATES for BOARD and LODGING, Reduced to
$55.00 PER MONTH AND UPWARDS,
according to Room selected.

For full particulars apply at the Office,
VICTORIA HOTEL.

Hongkong, 13th July, 1893. [794

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

JOHN C. FOSTER,
Manager.

Hongkong, 1st September, 1892. [27

THE WESTERN HOTEL,

QUEEN'S ROAD WEST.

OLD "BEN" PRESIDES.

A QUIET AND COMFORTABLE HOME FOR MEN OF THE MERCANTILE MARINE.

The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

BEN. FRANKLIN TAYLOR,
Proprietor.

Hongkong, 28th March, 1893. [389

TAKARADZUKA HOTEL.

ONE HOUR AND A HALF FROM KOBE, *via* NISHINOMIYA.

EXCELLENT CUISINE AND CELLAR.
LOVELY SCENERY AND COOL NIGHTS.

THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.

For terms and particulars, apply to

MISS A. HUGHES,
Manageress.

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PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.

One person, per day	$ 4.00
One person, per week	25.00
One person, one month	$70 to 80.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per week	45.00
Married couple (occupying one room) per month	120.00

For full particulars apply to
VICTORIA HOTEL.

Hongkong, 11th April, 1893. [295

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

I. MALLORY.

Hongkong, 24th June, 1881. [728

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